

# IDAHO AVIATION REPORT

VOLUME 36, NO. 4

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## FUNDING INCREASE PROPOSED

The Bureau of Aeronautics will again propose legislation to increase funding for the state aeronautics program. The aviation fuel tax increase which failed in the last legislature will be introduced in the upcoming legislature. Last year's proposal had strong support from pilots, airport operators, and a number of aviation organizations and businesses. The proposed legislation

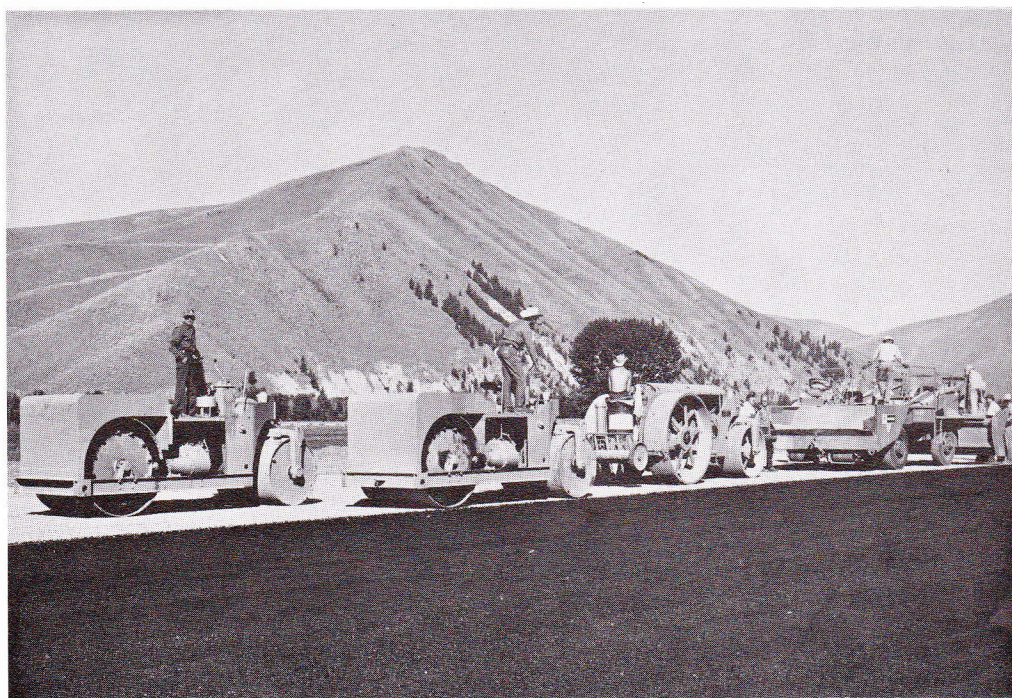
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## EXPRESS YOUR VIEWS ON FUNDING

All persons affected by the proposed one-cent per gallon aviation fuel tax increase should express their opinion on the matter. There are several ways for you to make your views known: through aviation organizations, through elected representatives, and through the Bureau of Aeronautics.

Most aviation organizations or clubs have procedures for acting or

*See page 4*



*More funding is needed for airport improvement projects like this one.*

## ADDITIONAL HELP NEEDED FOR IDAHO'S AIRPORT SYSTEM

Idaho is fortunate to have a well-developed airport system. There are over 120 public airports in Idaho including 72 municipal airports and 30 recreation access airports.

A recent study of the needs of airports in Idaho showed that nearly \$13 million per year is needed to correct all the safety and operational deficiencies. The majority of the \$13 million would be for Idaho's municipal airports. The most critical needs are for extending or improving existing runways, taxiways, and parking areas. There is also a big need for planning and engineering, navigational aids, and buildings. The money to make all the

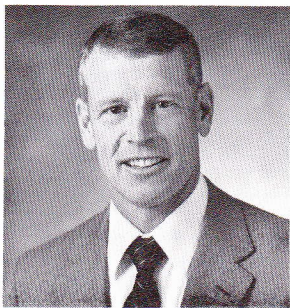
improvements would come from federal, state and local funding sources.

The Bureau of Aeronautics has a program of financial and technical assistance to municipal airports. The Bureau's share of the \$13 million in airport improvements is about \$1 million per year; however, the Bureau has been able to spend only about \$200,000 annually on airport assistance.

The Bureau's proposal to increase the aviation fuel tax by one cent per gallon would generate an additional \$200,000 revenue annually. The Bureau plans to dedicate the additional revenue to the airport assistance program.



# CHIEF'S BRIEF



Bill Miller

## Revenue increase sought

In the upcoming legislature the Bureau of Aeronautics will again sponsor legislation to increase the state aviation fuel tax by one cent per gallon. The proposal is a repeat of last year's measure which failed. Despite the user fee increase proposals and budget deficit reduction measures which have arisen at the national level, the Bureau's relatively modest request is still valid.

The state fuel tax was set at three and a half cents per gallon in 1972, and the spending power of the revenue it produces has been seriously eroded by inflation. Several articles in this issue discuss the need for the Bureau's proposal, its effects, and how you can express your opinion on it.

## VFR into IMC disaster

Each year search and rescue organizations in Idaho and our adjoining states conduct searches for pilots who become lost flying to their destination VFR under conditions of poor or deteriorating weather. Our mountain peaks and passes have abruptly ended many such journeys.

AOPA's Aviation Safety Foundation recently issued a report on general aviation accidents involving VFR flights into IMC. The report is based on NTSB accident data and shows a typical profile: a middle-aged private non-instrument rated pilot with less than 500 hours in the enroute phase of a personal flight.

A majority had checked weather but had not filed a flight plan. Three-fourths of the pilots involved in these accidents were killed. Although there were many circumstances in the 361 accidents reviewed, the largest common cause was pilot error.

The Aviation Safety Foundation's findings can be verified by any of us who have searched for overdue pilots who pressed the weather. The combination of stormy weather and mountains is deadly.

**NEVER, NEVER** press the weather. There is **NEVER** a reason to stake your fate on such powerful and capricious forces as mountain weather.

## Airport closures

The Bureau continues to evaluate its state-operated airport program. In keeping with pilot responses, we are seeking to add a couple of excellent recreation access airports. But a question has also been raised about continuing to maintain our numerous emergency strips.

Idaho pilots will be asked to consider the value of these airports and how many we need. The article entitled "Bureau Considering Closures" discusses this question and proposes a plan of gradual deactivation of three desert emergency airfields. Your opinion on this question is very important to us.



A penny tax increase will raise this Cessna 182's cost by 12 cents per hour.

## HOW DOES TAX AFFECT ME?

The Bureau of Aeronautics is proposing a one-cent per gallon increase in Idaho's aviation fuel tax. The effect of the penny increase is easy to figure: the per-hour operating cost of your aircraft will increase by one cent for each gallon-per-hour the aircraft burns. If your aircraft uses eight gallons per hour, you'll pay an extra eight cents for each one-hour flight, and if you fly your plane 100 hours per year, the annual cost increase would be eight dollars.

Shown below are a few examples of the added per-hour affects of the proposed one cent per gallon increase.

Aircraft	Fuel Flow	Cost
Piper Cherokee 140.	8 gph	8 cents
Cessna 206T.....	17 gph	17 cents
Beech King Air.....	72 gph	72 cents
Falcon 50.....	400 gph	\$4
Boeing 727.....	2,000 gph	\$20

## Idaho Transportation Department

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## FUNDING INCREASE PROPOSED

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would increase Idaho's aviation fuel tax by one cent per gallon – from three and a half cents to four and a half cents per gallon of avgas or jet fuel. If, successful, this increase would produce about \$200,000 extra per year for the aeronautics program. Here are some typical questions about the proposal:

- What would the money be used for?  
See "Additional Help Needed for Airports."
- How much more will the tax hike cost me?  
See "How Will a Tax Increase Affect Me?"
- What should I do?  
See "Express Your Views on Aviation Funding."

## NEW WEATHER SYSTEM IS REVISED

Early next year, the FAA will have a briefing team on the road here in Idaho, to provide information regarding a revised pilot weather briefing system.

The revised system resembles those now in effect in many other locations, and for the most part, reflects the FAA's continuing move in the direction of consolidation of services.

Once the dates and locations for these briefings are established, you will receive notification in the mail. We encourage you to attend one of these briefings. Having access to accurate weather information is a key ingredient for safe flying operations.



## BILL DORRIS IS AVIATION PIONEER

An aviation career began 54 years ago in Roundup, Montana when a young man began hanging out at the local airport. The young man's vision was interrupted by World War II; however, the Marine Corps trained him as a pilot. After the war he was able to pursue his career.

Those of you who fly in and out of the McCall area know this young man as Bill Dorris. Bill has been flying the Idaho backcountry as an air taxi pilot, Game Department pilot and Owner/Operator of McCall Air Taxi more years than he cares to remember.

When Bill was asked to list his accomplishments and contributions to Idaho aviation he modestly implied he hadn't done anything significant. I submit that his record of 54 years of flying with only one reportable incident and zero accidents is significant. The dozens of pilots he has checked out in mountain flying would say he has contributed to aviation safety. He volunteered as a search and rescue pilot and coordinator when the program first

started and has remained active throughout the years. Bill started McCall Air Taxi in 1976 as a full service FBO. McCall Air Taxi specializes in backcountry charters servicing the rafters and hikers in the summer and hunters/outfitters in the fall.

Bill is semi-retired now but can still be found at the airport helping his sons Mike and Pat run the business. Next time you are in McCall stop in and say hello. I am sure Bill can let you know where the good fishing hole is, or give you valuable information on the Idaho backcountry airstrips.

## COEUR D'ALENE AIRPORT NOTAM

As of 13 December, 1990, pilot controlled lighting at Coeur d'Alene Airport, Runway 5/23 will be activated on frequency 119.1.





Your group could adopt an airport such as Big Creek shown above.

## YOU COULD ADOPT AN IDAHO AIRPORT

Airport volunteer activity increased sharply this past summer. Pilots (and other enthusiasts) helped with maintenance and development projects on these state-operated airfields: Henry's Lake, Warm Springs, New Meadows, Johnson Creek, Magee, Bruce Meadows, and Garden Valley.

Volunteer efforts also assisted the USFS with the upkeep of Chamberlain, Cold Meadows, Cabin Creek and Soldier's Bar airfields. The volunteer activity improves the airport and thereby helps us all.

An advanced form of airport volunteerism is the adopt-an-airport program. The Garden Valley airport was recently adopted by EAA Chapter 103. Your club or organization may also wish to "adopt" one of the state-operated airports.

The following state airports are good candidates for adoption: Big Creek, Bruce Meadows, Henry's Lake, Magee, Magic Reservoir, New Meadows, Pine, Porthill, Smith Prairie, Thomas Creek, and Warm Springs.

Under an adoption arrangement, your club performs certain upkeep and/or enhancement activities; the Bureau normally provides materials and tools/equipment. We will also give you any instruction necessary, and we'll ensure that personal and airport safety requirements are met.

It's a great way to have fly-ins and club meetings and at the same time help improve your favorite airport. Call the Bureau of Aeronautics for details on volunteer projects or airport adoption.

## EXPRESS YOUR VIEWS ON FUNDING

From page 1

commenting on aviation legislation. Contact your organization at their scheduled meeting or send them a letter.

You should let your state Representative or Senator know your feelings on the fuel tax proposal. Call or write to them giving your name and opinion. When the Legislature is in session you may contact your Senator or Representative through the Legislative Information Center at 334-2000, or write to them at the Idaho State Senate or Idaho House of Representatives, Statehouse, Boise, ID 83720. Be sure to give your name and address, some background on your interest in the bill, and if you would like them to vote "yes" or "no" on the bill.

An excellent way to give your opinion is to testify at a committee hearing. If you plan to testify, follow these simple steps:

- Clearly state name, occupation, and address
- Refer to the bill by its number, and whether you favor or oppose it
- State concisely your reasons for your position
- Be brief, especially if your point has already been made. Three minutes maximum!

Finally, you may also call or write to the Bureau of Aeronautics. Many of you contacted us last year when we proposed the fuel tax increase, and your views were very helpful.

## FAA FACILITY ACTIONS

Location	Facility	Remarks	Effective
Boise	Automated FSS	Scheduled commissioning	04/91
Lewiston	REIL Runway 08	Scheduled commissioning	07/91*
Ontario	REIL Runway 32	Scheduled commissioning	07/91*
Rexburg	REIL Runway 35	Scheduled commissioning	07/91*
Twin Falls	REIL Runway 07	Scheduled commissioning	07/91*
Salt Lake ARTC	Radar Coverage SE Idaho	MHAFB radar beacon tie-in	11/90

\*Changed from 11/90 due to equipment delivery delays by the manufacturer.



## YOUR ELT MAY SAVE A LIFE

The ELT in your aircraft may be your only chance of survival on an off-airport landing (crash). It is a simple device that is designed to activate by a change in velocity. Sounds simple enough; however, the failure rate of ELTs to properly activate is staggering.

The causes are many: batteries out-of-date and low, antennas that fail, coax cable from transmitter to antenna that rip apart, units that are installed incorrectly, and switches that are turned off – to give a few.

Each owner/operator should ensure that all easy to check items – batteries, switches, connectors – are proper and ready to work. During annual inspection, a mechanic should ensure that the mounting brackets and other hardware are installed correctly. After completing all this, a simple check prior to each flight to ensure the system is armed will give you a better chance after a forced landing.

A recent search effort that has failed to locate a missing aircraft points out the need to do everything possible to ensure your ELT will work. This aircraft was reported to have an ELT with current batteries; however, the ELT did not activate. We do not know why the ELT failed, but if it was something simple such as a switch being off, who knows what the outcome might have been?

## IDAHO FALCONS GO TO EUROPE

Although airplanes give us the means to escape our normal day-to-day routines, few of us have the opportunity to strap on our jets and slip the surly bonds for a flight such as the crew of Falcon 50 MK experienced this September.

As Don Parker, pilot for the Idaho based Morrison-Knudsen Corporation (MKC) relates, “. . . it was pretty routine for the most part. We left Logan Airport in Boston about 4 p.m. and landed at Shannon Airport in Ireland for refueling, enroute to Berlin.”

For Don, Captain Mike Haney, and the others on the crew for the international business flight into the heart of Europe, routine is in the eye of the beholder. Most of the facts, figures and other features of an aerial event like this one are far from routine for most of us.

The preflight planning requirements for trips like these are extensive. Oceanic trips are assigned specific tracks to be flown with precise navigation requirements. Although major carriers normally depend on inertial navigation systems or more exotic global positioning systems, 50 MK wasn't equipped with either.

Don indicated their most reliable navigation system was Very Low Frequency (VLF) station signals. He said they were right on the mark when they hit the point to report in to the Shannon controllers where they were met with a cheery “Top of the morning” greeting.

MKC pilots have the facility of a contract service to accomplish international flight arrangements. Since the time saved on a business trip has a direct correlation to the dollar cost of operation, being able to quickly get through customs or accomplish ground refueling in the middle of the night is important. The cost of the service is well worth the convenience.

Going into Berlin was relatively uneventful with the exception that they were required to fly “The Corridor.” Since the unification of the two Germanys, that legendary feature of aviation has gone the way of the Berlin Wall. Gone but never to be forgotten.

Upon landing at Berlin-Tegel Airport, numerous Soviet aircraft filled the ramp, so the feeling of being abroad was underscored by that sight.

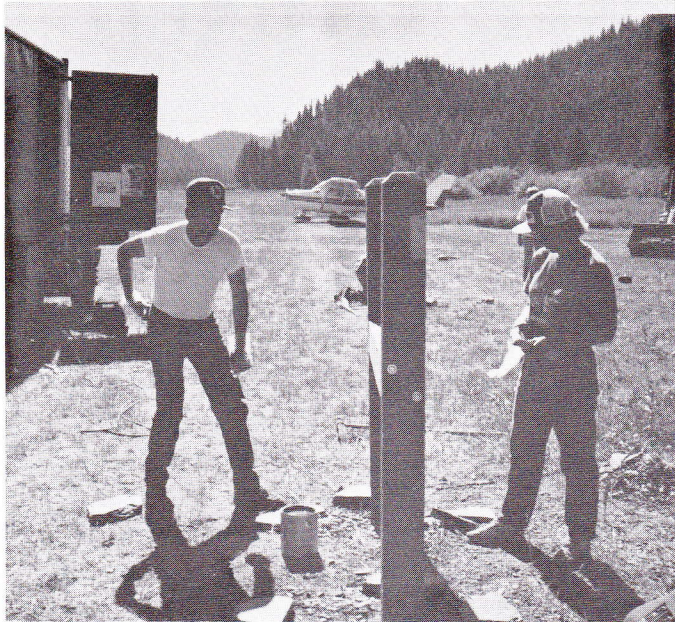
The crew was able to layover about a day and a half in Berlin before it was time to move on. Don said they had a quick chance to visit the remains of the Wall and the Brandenburg Gate while they were there. He didn't comment on the good food and beer, but man doth not live by bread alone.

He referred to the Falcon 50 as a real nice aircraft to fly. Cruise speeds of about 450 TAS result in a fuel burn of about 1,800 pounds per hour, or about 270 gallons of fuel. With a total fuel capacity of 15,500 pounds on board, they figure endurance to be right at eight hours. Try that with a two hour behind.

The aircraft is equipped to seat nine people plus crew, and has an operating ceiling of 45,000 feet. Armed with a fuel credit card, you can go just about any place you can imagine. Keep in mind that with today's Jet-A prices you're looking at \$5,000 plus per load of fuel.

This article is intended to demonstrate that we have a great variety of flying activities undertaken by Idaho aviators. Next time you're attending a Safe Pilot Banquet or Idaho Aviation Association meeting, ask the person next to you what kind of flying they're doing. You could be surprised by the answer.





*Volunteers helped spruce up the Magee Airstrip near Coeur d'Alene.*

## VOLUNTEERS TAKE ON BEAVERS

This isn't a story that you'd find in the sports section describing a ball game between the University of Tennessee and Oregon State University. But it is a story about the non-contact sport of airport improvement through the noble efforts of more of our area volunteer pilots, their family and friends.

Many of you may not be familiar with the setting at the Magee airstrip, located about 25 miles east of Coeur d'Alene. This turf strip is situated along a creek in a small canyon at about 3,000' elevation. On September 12-16th, a group of volunteers gathered at the airport to help the Bureau crew complete some projects.

During the past year, a beaver family had moved in and, as they are wont to do, they created a dam that resulted in flooding out about 600' of the north end of the airstrip.

Between the efforts of the volunteers and the crew from Aeronautics, armed with a backhoe, the beavers were overcome, and decided to relocate.

With the dangerous work accomplished, the work party set out to do some serious work on the facilities at the landing strip. Many person hours were spent hauling rocks, filling gopher holes, placing firepits and installing barbecues.

Although the work was hard, the general consensus was that it was well worth the effort. Our thanks to Hank and Joan Hill of Hailey, Mike Nickerson from Post Falls, Vearl and Anne Lack and Al Chivers from Sandpoint and Wally Taylor from the Washington Pilots Association for their help. Special thanks to Larry and Kathy Robinson of Boise for the help at the worksite and for contributing to this article.

Keep up the good work and spirit everyone. Your dedicated efforts help set standards of participation for others to strive to achieve.

## AVIATION PLAN NEARLY COMPLETE

The Bureau expects to distribute the full technical document resulting from our multi-year Aviation System Planning effort around the first of the year. Distribution will be to all municipal airports plus copies will be available for review in our office.

The study consists of eight parts: Inventory and Forecasts, Recommended Facility Plan, Policy Plan, Financial Plan, Economic Benefits of Aviation report, Regional Airlines Service Study, Aerial Ag Spray Facility Policies, and Pavement Condition Index Investigations.

**The Inventory and Forecasts** element contains useful information on existing facilities and usage levels as well as forecasts of future use. A survey of airport user fees around the state has proven to be of particular interest to airport management.

**The Recommended Facility Plan** compared the existing facilities with a set of standards and established a need to complete \$111 million in airport improvements during the next ten years. Included in this work was the establishment of a comprehensive system for prioritizing these needs.

**The Policy Plan** establishes some general policy guidance for the Bureau's operations in the areas of aviation safety, environmental concerns, interagency relationships, commercial air transportation, aviation promotion, aviation finances, and system planning.

**The Financial Plan** includes financial data relative to the Bureau and aviation needs in the state. One of the more interesting elements included is a 50-state survey of all fees and taxes charged to aviation users and where the money goes. This was accomplished as the result of pooling efforts by Oregon, Washington, and Idaho.

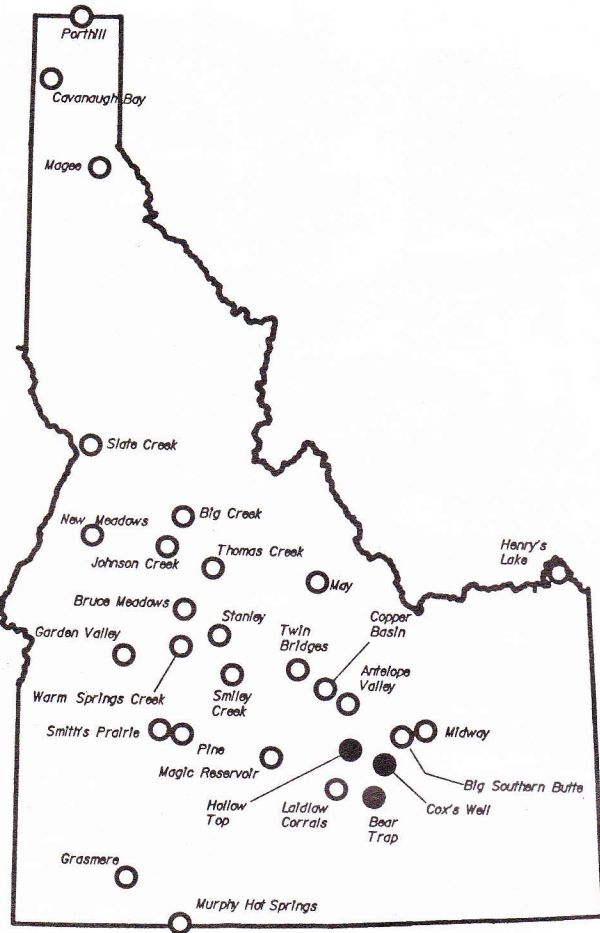
**The Economic Benefits of Aviation in Idaho** is an attractive eight page publication which outlines the value of aviation to Idaho's economy. Direct benefits were estimated at \$248 million sales, \$105 million income, and 5,119 jobs annually. With the indirect and induced benefits the totals come to \$3.1 billion sales, \$922 million income, and 56,100 jobs annually. Nonquantifiable benefits are also discussed.

**The Regional Airlines Service Study** is the remaining uncompleted element. This element will look at additional service needs in Idaho.

**The Aerial Ag Spray Facilities Policies** has been the most disappointing part of the system plan. We had hoped to establish standards for installation and use of facilities on airports to prevent environmental contamination. Reluctance on the part of legally responsible agencies blocked this from coming to pass. However, a substantial amount of information on the state-of-the-art was collected and is available from the Bureau.

**The Pavement Condition Index** investigations were conducted at 39 airports. The data collected will allow us to monitor and predict pavement condition over the years, which will be useful in establishing asphalt pavement maintenance programs designed to prolong pavement life at minimum overall costs.





## SELWAY-BITTERROOT WILDERNESS PLAN FINAL RESULTS

This issue of the **Aviation Report** contains the airfield management summary from the Selway-Bitterroot Wilderness Planning Study.

The Selway-Bitterroot Wilderness was established by Public Law 88-577 in 1964. The airfield management direction stated in the summary represents the first real effort to manage aircraft operations and airports to assure compliance with the intent of the Wilderness Act.

Some of the positive results of the planning effort are:

- 1) Despite a five year effort by a number of individuals and groups to close Shearer Airport, Shearer, along with Fish Lake and Moose Creek, will remain open.
- 2) The Forest Service has recognized their responsibility to maintain the airports to the best condition possible consistent with available funds, allowable repair methods, etc.
- 3) There will be a much more consistent, coordinated approach to the management of airports and use of aircraft.

In summary, aircraft operations in the Selway-Bitterroot Wilderness will be directed toward wilderness-oriented activities. This concept may not meet the approval of a number of aviators.

I would urge these people, along with anyone else with an interest in the process, to obtain the complete set of working draft papers from:

Lisa Therrell  
Moose Creek Ranger District  
P.O. Box 464  
Grangeville, ID 83530

The entire LAC direction will be released for public review in December of 1990 or January of 1991. This will allow an opportunity for you to comment on the airfield management portion of the plan.

## NEW IDAHO PILOTS AND RATINGS

Name	Date	Rating	CFI
Mike Cates	9/90	Private	Robert Roberts
Bill Parmley	8/90	Private	Jean Seiber
Doug Ray	8/90	Private	Jean Seiber
Sam Seiber	10/90	Private	Jean Seiber
Sam Wynn	4/90	Instrument	Jean Seiber
Kieran O'Farrell-Fuqua	10/90	Comm/ASES	Linn Hower
Randall Gibson	10/90	Comm/ASES	Linn Hower
Carl Isaksen	10/90	Comm/ASES	Linn Hower
Glenn Roosh	10/90	Comm/ASES	Linn Hower
Pat Geertson	8/90	Private	Robert Roberts

## BUREAU CONSIDERS AIRSTRIIP CLOSURES

The Bureau of Aeronautics is currently considering closure of the Cox's Well, Bear Trap, and Hollow Top airstrips in the Eastern Idaho desert.

Several factors lead up to this position. Improved aircraft engine dependability since construction of these airstrips has negated much of their emergency value. Non-emergency use is extremely low. Under new BLM leasing guidelines the annual fee will increase from less than \$10 to a minimum of \$100 when our current leases expire in 1993.

Closure procedures at Quaking Aspen Butte were simply removal of all markers, signs, and tie-downs. The runway surface was left as was and is much preferable over the lava rock for an emergency landing.

Adding all these factors together it seems logical to use the dollars and manpower spent annually on these airstrips for more beneficial purposes. However, the Bureau would like to hear your opinion.



## PILOT AWARDS BANQUETS APPROACHING

Plans are now being made to hold the annual Safe Pilot Awards Banquets at several locations around the state.

We want to expand our banquet circuit this year, and to do that, we need your participation. Remember that anyone can come to the dinner. If you want some friends to witness your award presentation, invite them to join the party.

Thus far, we intend to add Lewiston to the list, and have separate dinners for Idaho Falls and Pocatello. We have contacted some people to be guest speakers, and will establish firm dates and locations for each banquet by mid-January.

This year we will have a special prize at each location for the person who brings the most new members to the banquet. You don't have to find brand new pilots, just someone who hasn't participated in the Safe Pilot Program.

See you at the party!



*On October 14, Morris Flying Service sponsored a pre-Iraqi invasion fuel sale fly-in breakfast at Emmett. A total of 20 aircraft were fueled. The restaurant next door served 97 breakfasts. Jay and Judy Morris and their crew deserve a sincere thanks from all who attended.*

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